(a) whether Government are aware of the poor rail communication facilities in the southern districts of Orissa particularly in undivided Koraput, Ganjam and Phulabani districts;

(b) if so, the steps taken to provide adequate rail communication facilities to those tribal areas;

(c) whether there is a proposal to provide rail link between Raipur of Madhya Pradesh and Jeypore of Orissa via Ummerkot and Nawarangpur; and

(d) if so, the steps taken thereon?

THE MINISTER OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): (a) Yes, Sir.

(b) The following lines are in progress which on completion will improve the rail communication facilities in the southern districts of Orissa:—

	(Kms.)
(i) Koraput-Rayyagada .	164
(ii) Talcher-Sambalpur .	172
(iii) Lanjigarh Rd.-Junagarh	54
(iv) Daitari-Banspani . .	147
(v) Khurda Rd.-Bolangir .	289

(c) No, Sir.

(d) Does not arise.

Plan to man unmanned level crossings

2412. SHRI BHAGABAN MAJHI: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that Government have now drawn up scheme to man the unmanned level crossings throughout the country;

(b) whether it is also a fact that rupees 25 crores has been earmarked therefor;

(c) if so, the target date fixed for completion of the work pertaining to man the unmanned level crossings; and

(d) the details thereof?

THE MINISTER OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): (a) to (c) No Sir. The initial capital cost of manning of unmanned level crossings is to be borne by the State Govts. Railways bear the recurring cost. However, Railways decided in 1979 to bear full cost of manning of certain vulnerable level crossings. In persuance of this policy the Railways have provided Rs. 25 crores in the budget for 1994-95 for manning about 500 level crossings. These are targetted to be completed by 31-3-95.

(d) Railway-wise number of unmanned level crossings planned for manning are furnished below:—

Statement

Railway	No. of level crossings	Cost
Central . . .	67	3,35,00,000
Eastern . . .	7	35,00,000
Northern . .	89	4,45,00,000
North Eastern .	34	1,70,00,000
Northeast Frontier .	2	10,00,000
Southern . .	83	4,15,00,000
South Central . .	77	3,85,00,000
South Eastern . .	22	1,10,00,000
Western . .	119	5,95,00,000
	500	25,00,00,000

Circular Railway System in Madras

2413. SHRI TINDIVANAM G. VENKATRAMAN: Will the Minister of RAILWAYS be pleased to state:

(a) by when the circular railway system will be completed at Madras;

(b) why it was not completed within the prescribed period; and

(c) whether the State Government is not co-operating with the centre to complete this scheme on time?

THE MINISTER OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): (a) Mass Rapid Transit System (MRTS) from Madras Beach to Park Town (2.50 Km.) has already been completed and opened to traffic. Work on the remaining length (6.05 Km.) is in progress and is scheduled for completion by 1996.

(b) Reasons for Delay:

(i) Non-availability of adequate funds.

(ii) Land not being handed over by the State Government of Tamil Nadu, due to Court cases.

(c) No, Sir.

Completion of Koraput and Damonjuri railway line

2414. SHRI BHAGABAN MAJHI: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that only 20 Kms. from Koraput and Damonjuri of Koraput-Rayagada line has been completed;

(b) if so, the reasons why the remaining 144 Kms.. from Damonjuri to Rayagada has not been completed;

(c) the expected date of the completion of the construction of the entire line; and

(d) the details thereof?

THE MINISTER OF RAILWAYS (SHRI C. K. JAFFER SHARIFF):

(a) No, Sir.

(b) Section from Damanjuri to Lakshmipur (42 Kms.) has also since been completed and opened. On remaining portion work is nearing completion except construction of Tunnel No. 23 in which work was held-up due to geological problems, which are being tackled by imported machinery.

(c) and (d) The line will be completed by the end of the current financial year.

Unscheduled Detention of Trains

2415. SHRI VIREN J. SHAH: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government's attention has been drawn to the report published in the "Indian Express", Mumbai of 29th November, 1994 under the caption, "Irate passengers foil Sharief Kin's game plan to board Udyan Express at Lonavla";

(b) if so, what are the facts in its regard;

(c) what is the name of VVIP and of the persons for whom the train was delayed;

(d) how many such cases of intervention by VIPs or their relatives resulting in unscheduled detention of trains have taken place during each of the last three years and what are the facts of each case; and

(e) what steps Government have taken or propose to take to obviate the chances of such unscheduled detention of trains resulting in inconvenience to the passengers?

THE MINISTER OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): (a) Yes, Sir.

(b) On 27-11-94, 6529 Udyan Express which was scheduled to be received at platform No. 4 at Kalyan was received at platform No. 5, as platform No. 4 was occupied by 1147 Dadar-Muzaffarpur Express. Announcement regarding change of platform of 6529 Express was made but due to technical fault, the announcement was not audible on platform No. 4. Consequently some passengers missed 6529 Express at Kalyan and after the departure of 6529 Express these passengers gheraoed Dy. Station Manager, Kalyan. In view of the distress faced by the through passengers, these passengers were taken by the following 7307 Koyna Express from Kalyan to Lonavala so that they could board 6529 Express. However, the passengers of 6529 Udyan Express did not like the detention of their train and therefore, did not allow the passengers from 7307 Express to board 6529 Express. 6529 Udyan Express left Lonavala at 12.50 hrs., after an extra detention of 1'40".

(c) There was no VVIP/kin of Minister of Railways among the persons reserved for Bangalore ex. Kalyan by the train.

(d) Nil.

(e) Instructions have been given to all concerned for ensuring that proper announcement about the running of trains on various platforms etc. is made through public address system to eliminate recurrence of such cases in future.

Heavy rush on X-mas occasion

2416. SHRI J. S. RAJU: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government are aware of the heavy X-mas rush to Kerala and Tamil Nadu;

(b) if so, whether any additional coaches are being attached to Kerala and Mangala Express to clear the X-mas traffic;

(c) if so, the details thereof; and

(d) if the answer to parts (b) and (c) above be in negative, whether Government propose to run holiday specials between Nizamuddin and Kanayakumari during the X-mas and New Year season; if so, the details thereof?

THE MINISTER OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): (a) Railways are aware of the additional demand for reservation to Kerala and Tamilnadu.

(b) to (d) Additional coaches to these trains are being provided depending upon the traffic, operational feasibility and availability of spare coaches. A holiday special from Nizamuddin to Bangalore via Madras on 23-12-94 is also being run.

Rail Accidents

2417. SHRI K. RAHMAN KHAN: Will the Minister of RAILWAYS be pleased to state:

(a) the total number of accidents in the Indian Railways during 1992-93, 1993-94 and 1994-95 (upto 30th September 1994);

(b) how many persons have been killed during the above period and the total compensation paid to them;

(c) how many accidents are due to human failure and negligence, as per the enquiry by the Railway Safety Enquiry Commission; and

(d) in how many cases action had been taken on the top Railway officials for their negligence; and names and designations of such officials?

THE MINISTER OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): (a) 1312.